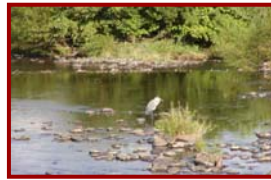


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***DRAFT***  
***Environmental Impact Evaluation***  
***Executive Summary***

Prepared in accordance with the  
Connecticut Environmental Policy Act  
(C.G.S. 22a-1 – 22a-1h)



***Downtown Torrington Redevelopment***  
***Torrington, Connecticut***

June 2006

SPONSORING AGENCY:  
**State of Connecticut**  
**Department of Economic and**  
**Community Development**  
505 Hudson Street  
Hartford, CT 06106

PREPARED BY:  
**Maguire Group, Inc.**  
1 Court Street  
New Britain, CT 06051

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# EXECUTIVE SUMMARY

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## ES.1 INTRODUCTION

For more than a decade, the city of Torrington has been evaluating opportunities for both economic growth and revitalization of the city's downtown area. As a result of various planning efforts and community workshops in recent years, the city has developed a series of goals, objectives, strategies and initiatives aimed at restoring the economic vitality of Torrington's downtown. These elements form the basis for the city's *Conceptual Master Plan for the Downtown Area*, which is the subject of this Environmental Impact Evaluation (EIE).

The city's Conceptual Master Plan was first presented in November 2002. It identifies infrastructure improvements and desired land use patterns that will encourage new business and attract shoppers, tourists and arts enthusiasts to Torrington. The city has an agreement with a development company, Downtown Torrington Redevelopment LLC, who is working to promote investor interest in Torrington's redevelopment.

The State of Connecticut Department of Economic and Community Development (DECD) will administer funds appropriated by a Special Act of the Connecticut General Assembly for a portion of the cost of the project. The funding would support infrastructure improvements and facilities that will be necessary to accommodate new and expanding enterprises. DECD's funding involvement in the project triggers compliance with the Connecticut Environmental Policy Act (CEPA). Approval of the CEPA document is one of the requirements that must be met prior to release of the committed funds.

This EIE has been prepared in accordance with the CEPA regulations. Prior to issuing a Final EIE for approval by the Office of Policy and Management (OPM), the document is published and released as a draft that is subject to public and agency review during a 45-day public comment period. A public hearing will be held during the comment period to provide an additional opportunity for public and agency comment. Comments received in writing during the comment period, and oral testimony received at the public hearing, are addressed and published as part of the Final EIE.

## ES.2 PURPOSE AND NEED

The following project purposes and needs were established by city officials, with input from local boards, commissions, civic groups and the general public.

- Promote economic development.
- Strengthen the existing mixed uses of downtown.
- Promote local and regional arts, cultural interests, and tourism.
- Preserve Torrington's heritage and historic character.
- Improve pedestrian facilities, traffic circulation, parking and streetscape.

Together, the project purposes and needs establish the basis for evaluation of the appropriateness and feasibility of the city's Conceptual Master Plan and alternative redevelopment scenarios.

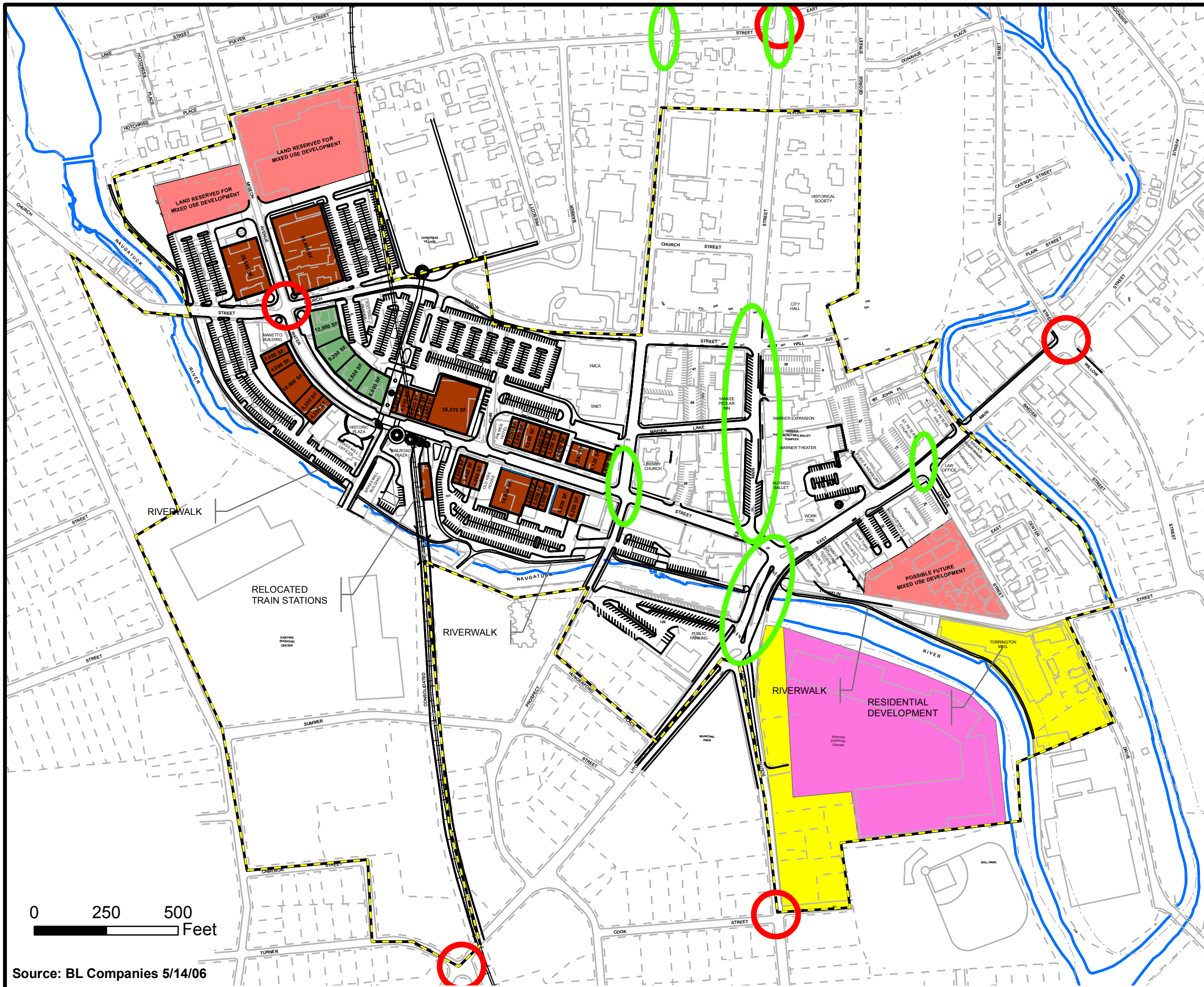
## ES.3 PROPOSED ACTION

DECD was authorized by Connecticut Special Act 01-2 to provide financial assistance for Torrington's downtown revitalization to further the city's and state's economic and community development goals. DECD's proposed action is to administer up to \$30 million in state economic and community development funds for infrastructure improvements and facilities that will be necessary to implement Torrington's Conceptual Master Plan. DECD anticipates contributing funds to roadway and intersection improvements, streetscape, parking expansions, pedestrian amenities, and other projects that will promote investment in the city's revitalization plans.

### ES.3.1 Downtown Torrington Conceptual Master Plan

The Conceptual Master Plan for Downtown Torrington, updated in 2006, was based on the 2002 plan and updated by the Torrington Development Corporation (TDC) with input from the public, the city's developer and state agencies as well as traffic, economic, community and natural resource analyses performed for this EIE. The TDC was established in 2004 as a non-profit entity charged with overseeing the planning and implementation of the downtown redevelopment plan. The projects proposed in the Conceptual Master Plan will be finalized in a Municipal Development Plan (MDP). The MDP process will begin immediately following the CEPA process. The Conceptual Master Plan belongs to the city of Torrington and its residents, whose support is critical for the success of downtown revitalization.

The Conceptual Master Plan is depicted in the plan map shown in Figure ES-1. A Summary of the Conceptual Master Plan for Downtown Torrington that is the subject of this EIE is provided in Appendix A. The Conceptual Master Plan includes the following projects, listed by area:



Downtown Torrington Redevelopment  
Environmental Impact Evaluation

**Conceptual Master Plan  
Downtown Torrington  
Redevelopment**

City of Torrington  
Torrington Development Corporation

Legend

- Proposed Construction
- Proposed Mixed-Use Dev.
- Proposed Ancillary Dev.
- Proposed Revitalization
- Building Facades to be Preserved
- Proposed Traffic Improvements
- Proposed Gateway
- Study Area



MAY 2006

**Figure ES-1**

Source: BL Companies 5/14/06

### Central Downtown Core

#### 1) Traffic and parking improvements

Realignment of East Main Street/Litchfield Street (U.S. Route 202) at Main Street/Water Street/Franklin Street (the five-way intersection) and reconfiguration of Main Street to one-way northbound between East Main and Church Streets (limited two-way between Church and Pearl). On-street parking on Main Street is reconfigured to be angled, which allows an increase in the number of spaces by approximately 30. The improvement also includes adding turning lanes at Pearl/Prospect, Litchfield/Prospect and East Main/Center Streets and revised traffic signal phasing and adjustment of pedestrian traffic devices where necessary. Prospect Street would be converted to one-way flow southbound from Pearl Street to Water Street in later phases of the project. The Torrington Plaza drive would be relocated away from the Litchfield/South Main Street intersection.

#### 2) Pedestrian facilities and streetscape.

Streetscape improvements are planned that include decorative sidewalk pavers, period street lighting, plantings, benches, bike racks and directional signage.

### Water Street

- 1) Redevelopment of Water Street as a cohesive retail and multi-use district designed to complement the visual character of the existing historic district. Relocation of incompatible existing businesses (including the city fire station) to create space for new development. Total new retail proposed is approximately 255,000 square feet of retail on Water Street and 75,000 square feet of professional office and 75,000 square feet residential on Water Street between Church and Pearl Streets. Anchor stores will be located at the ends of a continuous row of shops, with a mix of small and medium shops in between. Eight historic buildings and five existing historical building facades will be retained and/or rehabilitated. Any contaminated properties will be remediated prior to redevelopment.
- 2) Relocation of the historic Train Station, currently located on the Kelly Bus Company property, to a newly created historical plaza on the south side of Water Street between the Stop and Shop plaza drive and the existing railroad tracks.
- 3) Streetscape improvements on Water Street as an extension of the new streetscape on Main Street, and a new pedestrian pathway that connects the proposed historical plaza with Christmas Village to the north.
- 4) New surface parking at the rear of buildings on Water Street with linkages to the Water Street streetscape and pedestrian pathways along the river.
- 5) Termination of the existing Naugatuck Railroad tracks south of Water Street.

*Franklin Street/Center Street*

- 1) Development of 125,000 square feet of new professional office space including aesthetic improvements and remediation of any contaminated properties.
- 2) Construction of a new headquarters for the Torrington Fire Department (approximately 25,000 square feet) to replace the fire station currently located on Water Street.
- 3) Renovation and reuse of the former Torrington Manufacturing facility as a residential complex with an estimated 200, two or three bedroom units in 200,000 square feet.
- 4) Attractive pedestrian pathways linking parking areas, the river, and the Central Core.

*South Main Street/Litchfield Street/Summer Street*

- 1) Revitalization, modernization and façade improvements at Torrington Plaza. The creation of murals on the rear of the plaza to improve aesthetics along the riverfront will be incorporated into the Riverwalk project.
- 2) Future ancillary development projects at this location may include the construction of a new establishment, such as a restaurant, on the South Main Street.

*Naugatuck River*

Pedestrian walkway system, “Riverwalk”, along the Naugatuck River between Church Street and Franklin Street that provides connections with the downtown redevelopment streetscape and parking areas. Pedestrian walkways will be developed to also provide links with the longer Naugatuck River Greenway trail project.

*Gateways*

Gateway treatments are physical improvements such as new curbing, street-side amenities such as street furniture, signage and vegetation. Gateway improvements are recommended for the following six locations on the perimeter of the downtown study area:

**Northern Gateway**

Main Street at Pearl/East Pearl Street

**Eastern Gateways**

Route 202 (East Main Street) at Route 8 Southbound On Ramp

Route 202 (East Main Street) at Wall Street/Willow Street

**Southern Gateways**

South Main Street at Coe Place

Route 202 (Litchfield Street/New Litchfield Street) at Litchfield Street/Turner Avenue

## **Western Gateway**

Water Street/Migeon Avenue at Church Street

### ES.3.2 Project Cost and Phasing

The Downtown Torrington Conceptual Master Plan, dated March 2006, outlines five phases for implementation of the plan.

#### *Phase One – Planning and Administration*

Immediately following the EIE, the city of Torrington will begin the Municipal Development Plan (MDP).

Estimated cost: \$300,000

Project management by the TDC.

Estimated cost: \$200,000 (two-year annual budget of \$100,000 per year).

#### *Phase Two – Downtown Core*

The first construction phase of the redevelopment project is the engineering, design, and construction of roadway and streetscape improvements to the Main Street/ East Main Street/ lower Water Street historic downtown core.

Estimated cost: \$3,000,000

Matching façade improvement grant program.

Estimated cost: \$400,000

#### *Phase Three – Upper Water Street*

Streetscape improvements and retail development on Water Street will commence following improvements to the Downtown core.

Estimated cost: \$91,000,000

#### *Phase Four – Riverwalk, Pedestrian Connections and Gateways*

Implementation of the Riverwalk, creation of pedestrian connections linking parks and open green spaces to the commercial core, and landscape and new signage at gateways.

Estimated cost: \$2,500,000

#### *Phase Five – East Main Street Gateway*

New professional office development in the Center Street/ Franklin Drive area; renovation of the Torin Manufacturing building for residential; a new (relocated) fire department headquarters; and beautification and streetscape improvements along the East Main Street corridor from the Route 8 gateway to the Main Street intersection.

Estimated cost: To be determined\*

\*Details on the future project phases will be developed based on future market conditions and further refinement of the individual project phase.

The total cost estimated for the first four phases of the Conceptual Master Plan for Downtown Redevelopment is \$97,000,000 (public and private sources).



## ES.4 ALTERNATIVES EVALUATED

### No Action Alternative

The no action alternative is that state funding would not be provided for Torrington's downtown redevelopment plan.

### Alternative Development Plan

This alternative was originally proposed as the city's Conceptual Master Plan.

#### 1) Traffic and parking improvements

The alternative plan for resolving traffic operation deficiencies included realignment of East Main Street with Water Street to create a T-type intersection to reduce the number of turning movements. It would be necessary to remove or relocate the existing building on the northeast corner of the Main/East Main Street intersection. Four lanes would be provided on Water Street between East Main Street and Main Street northbound (two lanes in each direction). Turning lanes would be added at Litchfield/Prospect Streets, East Main/Center Streets. The Torrington Plaza drive would be relocated away from the Litchfield/South Main Street intersection. Provision for additional parking included the construction a 300-car parking structure off City Hall Avenue, behind the Warner Theatre.

#### 2) Pedestrian facilities and streetscape

Pedestrian and streetscape improvements would be implemented on Main Street and Water Street that would be identical to the Conceptual Master Plan.

- 4) Nearly total redevelopment of upper Water Street as a retail district with mixed commercial and residential uses serving as transitional areas between retail and residential neighborhoods. New development would be designed to complement the existing character of downtown. Relocation of most existing businesses to create space for new development. Total new development would be approximately 350,000 square feet retail and 70,000 square feet mixed office and residential. Any contaminated properties would be remediated prior to redevelopment. Five buildings would be retained and façades on others would be preserved if physically and financially feasible.

New surface parking between the rear of Water Street businesses and the river, with linkages to pedestrian pathways would be provided. A new parking garage for 1100 cars would be constructed off Church Street.

- 6) Redevelopment in the Franklin/Center Street area would include approximately 150,000 square feet of retail, commercial, office, and residential. New development would include aesthetic improvements, and any contaminated properties would be remediated prior to redevelopment. Redevelopment would also include the construction of a civic/institutional facility (e.g. courthouse or museum), with an estimated 200,000 square



feet and ample space for parking. Attractive pedestrian pathways linking parking areas, the river, and the Central Core would be provided along Franklin Street.

- 7) Future revitalization, modernization and aesthetic improvement of the Stop and Shop Plaza on High Street and the Torrington Plaza on South Main Street as included in the Conceptual Master Plan.
- 8) Adaptive reuse of the former Stone Container factory as residential apartments with an estimated 200, 3-4 bedroom units (approximately 250,000 square feet).
- 9) Adaptive reuse of the former Torrington Manufacturing factory as residential apartments with an estimated 200, 2-3 bedroom units (approximately 250,000 square feet).
- 10) Multi-use trail system along the Naugatuck River to include a combination of recreational uses.
- 11) A pedestrian bridge from the municipal parking lot on Litchfield Street, over the river, to Water Street.

## ES.5 ENVIRONMENTAL EFFECTS

Adverse environmental effects that would occur with implementation of the Conceptual Master Plan and proposed mitigation for those effects are provided in Table ES-1.

TABLE ES-1  
SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION  
Conceptual Master Plan for Downtown Torrington Redevelopment

Resource	Adverse Effect	Proposed Mitigation
Land Use	Development within state-owned railroad right-of-way.	New pedestrian pathway near displaced railroad right-of-way.
Property	Acquisition and/or easements on 49 private properties; displacement of 29 businesses and 34 residences (many low income).	Torrington Relocation Plan for residences and businesses; potential relocation within new development areas; relocation of suitable affordable housing for low income displaced residents.
Socioeconomics	Estimated net fiscal cost to Torrington of \$8 million over 20 years.	Private and state investment in revitalization, future vitality and quality of life of downtown.
Historic and Archaeological	Demolition of 17 (50%) historic buildings in historic district; impact reduced by façade retention on 5 and substantially altered condition of 6 of the 17 buildings <sup>(1)</sup> .	Increase historic building rehabilitation/reuse component of redevelopment plan and decrease demolitions to meet the standards of the Connecticut SHPO.
Environmental Risk Sites	Environmental hazards may be encountered at 15 identified risk sites.	Phase I and Phase II site assessments and remediation where necessary, according to state standards and regulations.

<sup>(1)</sup> Represents the maximum adverse effect requiring additional preservation and adverse impact reduction during later project planning phases, to be undertaken by Torrington, DECD and the State Historic Preservation Office (SHPO).

Benefits of the Conceptual Master Plan associated with each resource category and how they achieve the project purposes and needs are listed below in Table ES-2.

TABLE ES-2  
BENEFITS OF THE CONCEPTUAL MASTER PLAN AND PROJECT PURPOSE AND NEED

RESOURCE	BENEFIT	PROJECT PURPOSE AND NEED
Land Use	Achieves planned mix of complementary uses, revitalization, streetscape, reuse of property, pedestrian walkways connecting city attractions to downtown	Strengthens existing mixed uses of downtown.
Community Characteristics	Revitalization improves quality of life for residents and attracts visitors. Relocation of fire station will improve access to service areas.	Promotes economic development, arts and tourism.
Property	Impacts allow success of master plan for revitalization of deteriorating urban center, and replacement, reuse / rehabilitation of deteriorating buildings.	Strengthens existing mixed uses of downtown and promotes economic development, arts and tourism.
Zoning	Achieves land use objectives of Torrington Plan of Development	Strengthens existing mixed uses of downtown;
Socioeconomics	City: net positive increase in employment, population, consumer expenditures. Conservative estimate of net fiscal loss to Torrington of \$8 million over 20 years.	Strengthens existing mixed uses of downtown and promotes economic development, arts and tourism;
	State: net positive increase in employment, population, gross state product, personal income, state revenue = \$125 million over 20 years	Promotes economic development, arts and tourism;
	Private: potential \$54 million annually in retail sales	Promotes economic development, arts and tourism
Traffic and Parking	Roadway concepts improve traffic flow (LOS D or better), added parking and pedestrian environment streetscape improvements.	Improves pedestrian facilities, traffic circulation, parking and streetscape.
Historic Resources	Reuse of historic factory; retention and/or rehabilitation of a minimum of 8 historic buildings in the Water Street NRHD; creation of a historical railroad plaza, promotes façade improvement program; streetscape and riverwalk improves setting	Partially preserves Torrington's heritage and historic character. Strengthens existing mixed uses of downtown.
Visual and Aesthetic	Streetscape, Riverwalk, rehabilitation of deteriorating historic buildings.	Promotes economic development, arts, culture, tourism, heritage and historic character, and improves pedestrian environment.
Water Resources	Riverwalk physically and visually reconnects downtown streetscape with the river. Improvements in stormwater control would result of overall long-term improvements	Preserves Torrington's riverfront heritage.
Floodplains	Possible encroachment on 100-year flood boundary with Riverwalk.	Riverwalk is beneficial for all project purposes and needs.
Wetlands	Improvements in stormwater control would result of overall long-term improvements.	Preserves Torrington's riverfront heritage.

RESOURCE	BENEFIT	PROJECT PURPOSE AND NEED
Wildlife and Vegetation	Use of native, non-invasive vegetation in riverside landscaping and removal of invasive species would result of overall long-term improvements.	Preserves Torrington's riverfront heritage.
Environmental Risk	Permanent remediation of an estimated 15 potentially contaminated sites providing long-term local and regional benefit.	Promotes economic development
Cumulative Impacts	Cumulative effect of projects promotes city and state economic and community development.	Preserves city and state heritage and historic character; promotes local and regional arts, cultural interests and tourism; improves pedestrian facilities, traffic circulation, and streetscapes.

The environment effects of the Conceptual Master Plan as compared with the alternative development plan and the no action alternative are summarized in Table ES-3.

#### ES.6 REGULATORY COMPLIANCE AND PERMIT REQUIREMENTS

##### Local / Regional Permits and Compliance Requirements

- Review and approval by the Torrington Planning and Zoning Commission, Inland Wetlands Agency and others, as required, such as the Zoning Board of Appeals.
- Consultation with Litchfield Hills Council of Elected Officials

##### State Permits and Compliance Requirements

- Connecticut Environmental Policy Act (CEPA)
- Inland Wetlands and Watercourses Act (IWWA)
- Water Quality Certification (CWA §401)
- National Pollutant Discharge Elimination System (NPDES) Permit
- Stormwater and Floodplain Certification
- Hazardous Materials Regulations Under CGS §22a-134a through 134e (commonly referred to as the Transfer Act)
- State Traffic Commission (STC) Permit
- Conformance with State Plans and Policies

##### Federal Permits and Compliance Requirements

(Required if federal funding is pursued)

- Federal Clean Water Act and Section 404 Wetlands Permit
- Clean Air Act Conformity Determination
- Historic Preservation Act

TABLE ES-3  
ENVIRONMENTAL EFFECTS OF THE CONCEPTUAL MASTER PLAN AND ALTERNATIVES

RESOURCE	CONCEPTUAL MASTER PLAN	ALTERNATIVE DEVELOPMENT PLAN	NO ACTION
Land Use	Achieves planned mix of complementary uses, revitalization, streetscape, reuse of property. Pedestrian walkways connecting city attractions to downtown. Shifts in property uses and truncation of railroad and permanent use of right-of-way	Same	No beneficial change.
Community Characteristics	Revitalization improves quality of life for residents and attracts visitors. Relocation of fire station will improve access to service areas. Increased demand for city services	Same	Less chance for Riverwalk; does not further city, regional, and state development priorities.
Property	Acquisitions, demolitions and/or easements required on 49 private, 1 state and 1 municipal properties. Allows success of comprehensive master plan for revitalization of deteriorating urban center; replacement, reuse/ rehabilitation of deteriorating buildings.	Acquisitions, demolitions and/or easements required on 48 commercial/industrial and 32 residential properties.	Less chance for rehabilitations of blighted buildings and neighborhoods.
Zoning	Achieves land use objectives of Torrington Plan of Development. Zone amendments and special exceptions required.	Same	No effect
Socioeconomics	<u>City</u> : project cost \$10 million; debt service, city services, loss of existing property revenue = \$23 million over 20 years. Net positive increase in employment, population, consumer expenditures. 15% loss for existing city retailers. Housing meets five-year market forecast.	<u>City</u> : project cost \$10 million; debt service, city services, loss of existing property revenue = \$23 million over 20 years. Net positive increase in employment, pop., consumer expenditures. 22% loss for existing city retailers. Surplus of housing.	Struggle for future economic development and retention of existing downtown businesses.
	<u>State</u> : project cost up to \$30 million; debt service cost, state expenditures for new population. Net positive increase in employment, population, gross state product, personal income, state revenue = \$125 million over 20 years	<u>State</u> : project cost up to \$30 million; debt service cost, state expenditures for new population. Net positive increase in employment, population, gross state product, personal income, state revenue = \$72.8 million over 20 years	No new state revenues.
	<u>Private</u> : project cost \$60 million. Potential \$54 million annually in retail sales	Same	May discourage private investment.
Traffic and Parking	Increases in traffic volume, pedestrian, parking and transit demand. Roadway projects improve traffic flow (LOS D or better) and the pedestrian environment. Parking space added to meet demand.	Same	No roadway improvements to improve future traffic congestion.

Air Quality	Short-term construction effects. No long-term effects	Same	No effect
Noise	Short-term construction effects. No long-term affects	Same	No effect
Historic Resources	Demolition of 17 historic buildings <sup>(1)</sup> ; impact minimized by preservation of façades on 5 and substantially altered existing condition of 6 of the 17 buildings. Reuse of historic factory; retention and/or rehabilitation of 8 historic buildings in the Water Street NRHD; creation of a historical railroad plaza, promotes façade improvement program; streetscape improves setting.	Demolition of 18 historic buildings; impact minimized by substantially altered existing condition of 6 of the 18 buildings. Reuse of two historic factories; retention and/or rehabilitation of 5 historic buildings in the Water Street NRHD; creation of historical railroad plaza, promotes façade program; streetscape improves setting.	No direct effects, but adversely effects chances for rehabilitation and reuse of deteriorated buildings.
Visual and Aesthetic	Physically and visually reconnects downtown streetscape with the river. Short-term construction impacts. New construction mixed with old.	Same	Adversely effects chances for improvements to deteriorated buildings, riverfront and streetscape.
Water Resources	Improvements in stormwater control would result of overall long-term improvements. Short-term construction impacts (minimized). No long-term effect.	Same	No effect
Floodplains	Possible encroachment on 100-year flood boundary with Riverwalk.	Encroachment on 100-year flood boundary with Riverwalk. Higher riverbank impact.	No effect
Wetlands	No effect. Improvements in stormwater control would result from overall long-term improvements.	Same	No effect
Wildlife and Vegetation	Use of native, non-invasive vegetation in riverside landscaping and removal of invasive species would result of overall long-term improvement.	Same	No effect
Environmental Risk	Environmental hazards may be encountered at 15 risk sites. Permanent remediation of contaminated sites provides a long-term local and regional benefit.	Same	Less chance for remediation.
Utilities	No adverse effect. Increased water and wastewater treatment demand of 115,000 gpd	No adverse effect. Increased water/ waste-water treatment demand of 224,000 gpd	No effect
Energy	Minimal net increases in use of electricity and fuel.	Same	No effect
Cumulative Impacts	\$30 million project cost, combined with multi-million dollars of funding on other Torrington projects. Promotes state economic and community development; preserves state heritage and historic character; promotes local and regional arts, cultural interests and tourism; improves pedestrian facilities, traffic circulation, and streetscapes.	Same	No effect

<sup>(1)</sup> Represents the maximum adverse effect requiring additional preservation and adverse impact reduction during later project planning phases, to be undertaken by Torrington, DECD and the SHPO.

## ES.7 PUBLIC OUTREACH

A notice of scoping was published by the Council on Environmental Quality (CEQ) in the *Environmental Monitor* on March 19, 2003. The scoping notice invited comments from the public and state agencies on the proposed project and provided an opportunity to request a public meeting. The notice of scoping was also published in the Torrington Register Citizen on the same day.

### Agency Scoping Meetings

The following meetings and communications with state and federal agencies occurred during project scoping and impact assessments:

- Environmental Assessment Stage 1–Connecticut state agencies that submitted comments were the Department of Environmental Protection, Connecticut Historical Commission, Department of Public Health, Department of Transportation, and Office of Policy and Management.
- DEP Office of Environmental Review – Telephone Contact – May 6, 2003
- SHPO, Hartford, CT – Meeting, May 15, 2003
- SHPO, Hartford, CT – Follow up Site Review Meeting, April 10, 2006
- Connecticut Department of Transportation, Newington, CT–Meeting, June 11, 2003
- Department of Public Health – Letter dated March 24, 2003
- U. S. Army Corps of Engineers – Telephone Communications – November 2003 and September 2004
- Department of Environmental Protection, Hartford, CT– September 16, 2004

### Public Scoping Meetings

Eight public workshops were held by the City of Torrington in 2002 during the development of the Conceptual Master Plan. During these workshops, the public provided input that was incorporated into the plan. The following EIE scoping meetings were held:

- Joint Torrington Commission Meeting – City Hall, Torrington, CT – April 2, 2003
- Litchfield Hills Council of Elected Officials, Goshen, CT– April 16, 2003
- Torrington Downtown Redevelopment Work Group, City Hall, Torrington – November 20, 2003

### Public Comments

In addition to public comments heard at the joint commission meeting, comments were also received from the Torrington Historic Preservation Trust, Mark McEachern, President (Letter dated April 17, 2003).

*EIE Review and Comments*

DECD will accept comments on the EIE from agencies and the public during a 45-day comment period following distribution of the EIE, and at a public hearing on the EIE to be held during the comment period. Comments may be addressed to:

Peter Simmons  
Office of Infrastructure and Real Estate  
Department of Economic and Community Development  
505 Hudson Street  
Hartford, CT 06106-7106

ES.8 DISTRIBUTION

The EIE was distributed to the following:

STATE OF CONNECTICUT AGENCIES

Council on Environmental Quality  
Department of Agricultural  
Department of Environmental Protection  
Department of Public Works  
Department of Transportation  
Commission on Culture and Tourism  
Office of Policy and Management  
State Traffic Commission

FEDERAL AGENCIES

U.S. Army Corps of Engineers  
U.S. Environmental Protection Agency  
U.S. Fish and Wildlife Service

MUNICIPAL AND REGIONAL

City of Torrington  
Torrington Library  
Litchfield Hills Council of Elected Officials  
Senator Thomas Herlihy  
Senator Andrew Roraback  
Representative Anne Ruwet  
Representative Roberta B. Willis